

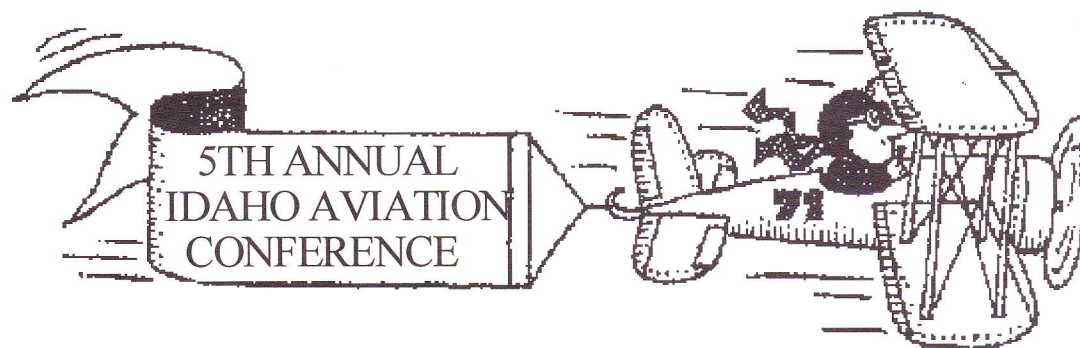
RUDDER FLUTTER

Idaho Transportation Department, Division of Aeronautics

To foster, develop and maintain Idaho's aviation programs, facilities and services

VOLUME 42, NO. 4

FALL 1996



**Saturday, November 16, 1996
Owyhee Plaza, 1109 Main Street
Boise, ID**

Grab a friend, bring a neighbor!

Come put more tools in your pilot's bag of knowledge: how to get more speed for less, avoid the costly crunch, understanding vertical blast, hysterical knowledge from 1929, navigating to the terminal and maintenance tips.

**Special Banquet Guest Speaker: Jimmy Weldon -
Motivational Speaker/Pilot/Author/Media Sensation
Cost: \$22.00 per person**

REGISTRATION INFORMATION INSIDE

ADMINISTRATOR'S COLUMN

BUT WHAT CAN I DO?

Looking around at any gathering of pilots, one fact becomes abundantly clear - the average age of the pilots that are flying light aircraft today is increasing every single year. We have fewer young people coming into our sport/business due to a number of reasons. Finances are obviously one of them. It is expensive to fly and maintain airplanes. A person must have been around for a while and accumulated a few dollars to be able to afford to fly today. But if you look at many of us, when we started a long time ago, we didn't have any money. We did many different things to be able to do the thing we wanted to do - that was to fly an airplane.

Today, licensed pilots represent one person out of 400 in the United States. Considering the small percentage of the people we represent our lack of political clout should be no surprise. Aside from that, our critics seem to describe us as rich people that enjoy their expensive sport and have little or no regard for other people's concerns. They think we fly our airplanes around and crash into one another and crash into houses and kill innocent people. Obviously the newspaper and media don't help us at all. When there is an accident or incident, it is blown up way out of proportion. If we don't make some changes in this trend, as the fleet of aircraft simply gets older and older and the price gets higher and higher, we are simply going to be out of business in the kind of flying that each of knows and enjoys the most.

Two hundred thousand dollar Cessna 182s will obviously not turn the trend around and put aviation booming back as it was in the 70's and 80's. What we need to do is increase the number of people that utilize airplanes and have an understanding of what this kind of flying is all about. There is something that each of us can and should do. If we were to take on a challenge to introduce people to flying, we could make an incredible difference overnight.

EAA's Young Eagles Program and AOPA's introduction of flying programs are certainly steps in the right direction. But what if we took on a challenge to take someone for an airplane ride once a month for the

next year? If we introduce aviation and flying to someone in a positive way each month, we can build a convert. This could be a flight for breakfast, an evening flight to look at the lights, a fun Sunday morning ride just to see what it is like to be up in the air, or a trip to one of the backcountry strips for a picnic.

If each one of us introduced one new person to aviation each month for a year, what impact could it make? The impact would, overnight, increase by ten times the number of people that have hands on experience with aviation. An increase of ten-fold would have a dramatic impact in our political clout. It would have a dramatic impact on heading off some of our critics that simply believe that airplanes are only rich people's toys. If we give people an opportunity to be at an airport and to be around airplanes to see what it is all about - to see the safety precautions that we go through on each and every flight, it will make a difference. If only each of us would pick up this challenge and say "I will find one person each month that I'll introduce to aviation." Some will learn to fly later on, some may take it up right then. Some, may be the young people, will make learning to fly one of their dreams for the future. Each of us will follow up as we feel appropriate. But think of the impact of simply doing what you and I enjoy doing most - taking someone up for an airplane ride - once a month for a year - *that is what we can do to make a difference.*

- BARTON W. WELSH

DATABASE UPDATE

Nuts, it could drive you nuts. The identifiers for airports and NAVAIDS are changing along with new SIDs and STARs. You might want to keep track of the old and new identifiers for operations with your LORAN and/or GPS. Case in point, Caldwell was changed from U35 to EUL.

IDAHO TRANSPORTATION DEPARTMENT

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Division of Aeronautics, 3483 Rickenbacker Street, P.O. Box 7129,

Boise, ID 83707-1129

(208) 334-8775

Editor of the *Rudder Flutter*, TIM PETERSON

CONFERENCE SCHEDULE
SATURDAY, NOVEMBER 16, 1996
OWYHEE PLAZA, 1109 MAIN STREET, BOISE, ID
CONFERENCE - 8:00 - 4:00 - BANQUET FROM 5:30 - 8:00

8:00 - 8:50 **Registration**

8:50 - 9:00 **Welcome/Orientation**

	SENATE ROOM	CAPITAL ROOM
9:05 - 9:55	99 Air Race Classic <i>Gene Nora Jessen</i>	Vertical Blast <i>Gary Brennan</i>
10:05 - 10:55	99 Air Race Classic <i>Gene Nora Jessen</i>	Vertical Blast <i>Gary Brennan</i>
11:05 - 11:55	Aerodynamics <i>Art Lazzarini</i>	Boise Gold <i>John Anderson</i>
12:00 - 1:15*	Idaho Aviation Hall of Fame Luncheon - Ambassador Room For cost and reservations call Warren Ellison (208) 342-1238 or Andy Harris (208) 466-3739.	
1:20 - 2:10	Aerodynamics <i>Art Lazzarini</i>	Boise Gold <i>John Anderson</i>
2:15 - 3:05	Runway Incursions <i>John Goostrey</i>	Nuts-Bolts-ADs <i>Chuck Knipple</i>
3:10 - 4:00	Runway Incursions <i>John Goostrey</i>	Nuts-Bolts-ADs <i>Chuck Knipple</i>
5:15 - 6:00	No Host Bar - Cameo Room	
6:00 - 8:00	Banquet - Guest Speaker - <i>Jimmy Weldon</i> (more on Jimmy on page 6) Ivory Room	

*The luncheon will start at noon and advance reservations may be mailed to the Hall of Fame at **P.O. Box 6378, Boise, ID 83707**. Don't miss this occasion to find out more about efforts for securing museum sites, preserving aviation memorabilia, recording oral histories of aviation pioneers and other items important to the preservation of Idaho's aviation legacy.

Old man winter is here to add to your flying some fear, so come join us now for we'll show you how to fly safely with those you love dear!

BOAT ANCHOR by Tim Peterson

For years now the Federal Communication Commission has wanted to make some radios illegal to use because these old radios will interfere with other aviators. Just last week I was on a night flight from Sunriver to Boise. During that flight we encountered spill-over interference and could not communicate at a critical point in time. There is a true need for the new requirement. The FCC apparently will get their way. Effective January 1, 1997, there shall be no transmission on radios that do not meet the .003 percent frequency tolerance. Some handhelds will be on the hit list as well. So if you own a 60, 90, or a 360-channel radio - guess what - you might own a boat anchor. The requirement is up in the air right now if you need to remove these radios from your aircraft. I have provided a list of boat anchors for your reference. Happy flying or boating!

Allied Signal Commercial Avionics System (formally Bendix/King), 400 N. Rogers Road, Olathe, KS 66062; 913/782-0400.

Models: KX 100, KX 100A, KX 110, KX120, KX 130, KX 150, KX 150A, KX 150B, KX 160, KX 160-1, KY 90, KY 90A, KY 95, RT-221, RT-221A-14, RT-221A-28, RT-221AE-14, RT-221AE-28, RT-241A, 350A1, 350B1, 351A, 351AE, 351B, 351BE, TA18BB-1, TA18C-1, TA20-A-1A, TA20-B-1A, TA21-A-1, TA22A, TA22B. (Note: King KX 170, KX 170A, KX 175, KX 175A and KY 195 can be upgraded to meet the new frequency tolerance, but they will remain 360-channel radios. Cost of upgrade set at \$322 for parts plus 3 - 4 hours labor).

Rockwell (Collins Division), 400 Collins Road, N.E., Building 106, Cedar Rapids, IA 52498; 319/395-1000.

Models: 17L3, 17L4, 17L6, 17L7, 17L7A, 17L8A, 17M1, 618F-1, 618F-1A, 618F-1B, 618F-1C, 618F-1D, 618M-1, 618M-1A, 618M-1B, 618M-1C, 618M-1D.

Aire-Sciences, (Edo Aire), 19A Gardner Road, Fairfield, NJ 07004; 201/575-7725.

Models: RT 551, RT 553, RT 661, RTD 771, RT 771, RT 771A, RT 773.

Genave, 1120 220th Street West, Farmington, MN 55024; 612/460-6616

Models: Alpha 300, Alpha 360.

Narco Avionics, 270 Commerce Drive, Fort Washington, PA 19034; 800/223-3636.

Models: MK 3, MK 4, MK 6, MK 7, MK 8, MK 12, MK 12A, MK 16, MK 24, Escort 110, Com 16, Com 100, VGTR 3A.

Sigma Tek, (formerly Cessna) 1001 Industrial Road, Augusta, KS 67010; 316/775-6373.

Models: CC301A, CC3013A, CC304A, CC312A, CC313A, CC313E, CC315A, CC401A, CC402A; (formerly ARC) 7005UAMNW-D, 7005UAXNW-D, 7025UAMVW-T, 7025UAXVW-T, 7027UAMNW-F, 7027UAMNW-FL, 7027UAXNW-F, 7027UAXNW-FL, T-22, T-25A, T25B, T-25C, T-25D, T-27A, RT-11A, RT-11B, RT-11C, RT-11D, RT-131A, RT302A, RT302G, RT-317A, RT317G, RT-317G-1, RT-321A, RT-328A, RT-331A, RT 422A, RT-432A, RT-503A, RT-508A, RT-513A, RT-513A-20, RT-515A, RT-515R, RT-515R-1, RT516R, RT-517R, RT-522A, RT-524A, RT-528A, RT-528E, RT-532A, RT-540A.

Sunair Electronics, 3101 S.W. 3rd Avenue, Fort Lauderdale, FL 33315; 954/525-1505.

Models: SA 1036, SA 360, SA360E, SA 90.

Light Aircraft Accidents Rise

In 1995, pilot error and flight in adverse weather were chiefly responsible for an increase in the number of general aviation aircraft accidents, according to the Aircraft Owners and Pilots Association's Air Safety Foundation (ASF).

Per 100,000 flying hours, small aircraft experienced 1,853 accidents last year compared with 1,739 in 1994. ASF executive director Bruce Landsberg said the increase "is somewhat speculative due to the polling process" used by the FAA that resulted in a lower estimate of flying hours. Fatal accidents rose to 383, killing 679 people.

The ASF study found that 71.1% of the total accidents involved fixed-gear aircraft, compared with 17.7% for retractable-gear and 11.2% for multi-engine. In addition 55.1% of all fatal accidents in 1995 involved fixed-gear aircraft compared with 25.3% for retractable-gear and 19.6% for multi-engine.

CONTINUED ON PAGE 6

Don't wait until the last minute - register for the 5th Annual Idaho Aviation Conference now!

DINNER/CONFERENCE REGISTRATION FORM
FIFTH ANNUAL IDAHO AVIATION CONFERENCE
Saturday, November 16, 1996

ADVANCE REGISTRATION FOR DINNER NEEDED

Location: Owyhee Plaza, 1109 Main Street, Boise, ID
Speaker: Jimmy Weldon - Pilot/Motivational Speaker/Author/Media Personality
Menu: Chicken Oscar or Broiled Top Sirloin
Cost: \$22.00/Person. Reservations must be made by **November 12, 1996**

(PLEASE PRINT)

NAME: _____ TELEPHONE #: _____

ADDRESS: _____

CITY, STATE: _____ ZIP: _____

NAME TAG INFO.-YOUR PREFERENCE: _____

SPOUSE/GUEST NAME(S): _____

My dinner choice is (please choose one for each reservation made):

_____ Chicken Oscar (breast of chicken crowned with crab and asparagus)

_____ Broiled Top Sirloin

PLEASE MAKE YOUR CHECKS PAYABLE TO: DIVISION OF AERONAUTICS,
P.O. BOX 7129, BOISE, ID 83707-1129.

YOUR TICKETS WILL BE MAILED TO YOU AT THE ADDRESS YOU LIST ABOVE.

ACCOMMODATIONS:

We have a block of rooms at the Owyhee Plaza for Friday and/or Saturday night. When you call in your reservations to the Owyhee Plaza remember to tell them you are with the *Idaho Aviation Conference/Division of Aeronautics* and you will receive the discounted room rate of \$61/single or \$71/double room. Owyhee Plaza, 1109 Main Street, Boise, ID. Phone number (208) 343-4611 or (800) 821-7500. **PLEASE MAKE YOUR ROOM RESERVATIONS BY NOVEMBER 1ST.**

RETURN DINNER RESERVATIONS BY NOVEMBER 12TH !

LIGHT AIRCRAFT ACCIDENTS RISE CONTINUED FROM PAGE 4

Pilots flying fixed-wing, retractable-gear and multi-engine aircraft accounted for 68.4%, 55.2% and 56.5%, respectively, of all accidents, according to the study. Seventy-four weather-related accidents (69.2%) resulted in fatal accidents, and maneuvering flight involving collisions with terrain, wires or towers accounted for 49.7% of fatalities in the category.

Of the 29 accidents that occurred during an approach (VFR and IFR), 51.8% involved fatalities, the study said. In terms of operations, personal flying accounted for 68.4% of fatal accidents in 1995; 6.5% involved business flights, 5% were air taxi crashes and 5% occurred during flight instruction.

Maintenance or mechanical problems caused 151 accidents, of which 18 were fatal. Engine/Propeller malfunctions involving fixed-gear aircraft accounted for 69.6% of these, 90.9% involved retractable-gear aircraft and these malfunctions caused 100% of the multi-engine accidents.

Let's be careful out there.

TIM'S PLANE FACTS

EAA Oshkosh participants came from 76 nations and five continents. Oshkosh 1996 was a success and Wisconsin got a nice \$80 million economic boost from the show. These are the plane facts.

IDAHO DIVISION OF AERONAUTICS
3483 RICKENBACKER/P.O. BOX 7129
BOISE, ID 83707-1129

(ADDRESS CORRECTION REQUESTED)

JIMMY WELDON, THE MAIN EVENT!

Do not miss this once in a lifetime opportunity to come and enjoy a full day of aviation: fast women coming to Boise, helicopters for fun and profit, Boise's own golden gate, ponder the incursion, why knots, and a chance to enjoy the New Downtown Boise. Cap off the day with fun and laughter with **JIMMY WELDON**. Jimmy is more than a motivational speaker, his life is a practice of what he preaches. More fun than a free flight! At age 72 he is still an active pilot flying around in a BEECH BONANZA. From the lips of Jimmy, "Success truly is a journey that never ends. Always have something to look forward to." By the way! -do ducks have lips?

This Burbank resident has known success. He and his duck-talking ego WEBSTER WEBFOOT appeared on a children's television show for almost twenty years. He was the voice of YAKKY DOODLE on the Yogi Bear Show and he did several other voices for the Hanna Barbera Show. His list of achievements are endless. Don't miss this event!

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